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RECLAMATION SERVICE NEWS

Considerable changes are in progress with reference to reclamation authorities at Washington. There has been something like a shake-up recently in the big offices of the Service, all under the direction of Secretary of Interior Lane.

The administration of big irrigation projects in the West hereafter will be on different lines and under different persons than heretofore.

Allotting Appropriations

Congress under the new law is proceeding at allot appropriations for reclamation projects, old and new. Secretary Lane put in an estimate of \$13,000,000 as the amount that would be needed for the Reclamation Service during the next fiscal year. This, of course, includes the sums to be used in the construction of new projects during the period.

Heretofore the allotments for new projects have been made in the reclamation service with approval always of the Secretary of the Interior. Representatives in the House from various states, like California, Montana, Arizona and so on, have urged that \$97,000, as per estimate, be apportioned on account of the Orland project, have asked that \$36,000 be appropriated for the Truckee-Carson project and California and Oregon Representatives that \$317,000 be appropriated for the Klamath project.

System Is Changed

Various amounts voted are subject to administrative expenses at Washington and to other conditions, one of which is that the Secretary of the Interior may transfer 20 per cent of the allotment to other projects if he wishes.

The money allotted is to available till expended.

But it gives Congress much more intimate control over the Reclamation Service than heretofore.

Davis Heads Service

Chief Engineer Arthur P. Davis, a native of Decatur, Ill., becomes the head official of the Reclamation Service under the new arrangement. His former office of Chief Engineer in consolidated with that of Director and F. H. Newell, who has been Director ever since the Reclamation Service was organized, is assigned to duty as a Consulting Engineer.

Davis is recognized as one of the great hydraulic engineers of the country.

Williamson Construction Engineer
An important man in the reorganized Reclamation Service is Sidney B. Williamson, who is to be the new construction engineer. He has recently come home from the Isthmus of Panama, where he had charge of constructing the Pacific division of the canal.

The purpose is said to be to keep Williamson very much in the field in supervision over big works, like the Arrow Rock Dam, in Idaho, and the Elephant Butte dam in New Mexico.

There are differences of opinion about the statute of Newell and also over the causes that led to the change. He is a veteran in the Reclamation Service, has been an investigator, and has worked out some 30 big irrigation projects which the federal government has undertaken. Apparently Secretary Lane has made no official criticism of Newell, but it has been no secret at the Interior Department that for temperamental or other reasons, Newell did not get along cordially with the Secretary. The same is said to be true of Newell's relations with Secretary Fisher, who preceded Lane.

To Aid In State Work

It is supposed that Newell, as Consulting Engineer, will be assigned to work out irrigation problems, where matters of State co-operation are involved.

This question of State co-operation is a very big one in the Reclamation Service just at present. Several states are appealing to the Interior Department for the Federal Government to join them in construction work on big projects that have failed under private enterprises. In many of these states are obligated in some form to complete the reclamation.—Bee.

The sheriff of Elko county has put on the lid there, good and tight; as a result, it is alleged of the sports getting a trifle too gay over the hope that the next legislature will repeal the anti-gambling law.

SHORT COURSE IN DAIRYING

The Nevada Legislature has provided a substantial building at the State University. The building is fitted with modern machinery and has facilities for the best methods of handling milk and cream and its manufacture into butter, cheese and ice cream.

Instruction is given throughout the school year in dairy methods but for five weeks a special course is given for persons particularly interested in the dairy industry.

Instructions will be given in selection, breeding, feeding and care of dairy cattle, care of milk, testing of milk and cream for butter-fat, butter making, cheese making, ice cream making and such work in dairy bacteriology as will enable the student to understand the various processes of manufacture.

Outline of Courses:

Dairy Bacteriology—Lectures and laboratory work with special attention to the relation of bacteria to the keeping qualities of milk and to the manufacture of butter and cheese.

Buttermaking—Practical work in butter making, pasteurizing cream, grading cream, problems in controlling moisture, preparation and use of starters.

Cheese Making—In this course, the principal work will be in manufacturing American or Cheddar cheese but considerable time will be given other forms of cheese.

Dairy Herd Management—Lectures and demonstrations will be given in breeding, feeding, judging and care of dairy animals.

Ice Cream Making—In this course special attention will be given to means of obtaining the proper swell or overrun and the use of different fillers and flavors.

Testing Dairy Products—This includes testing milk and cream for butter-fat, acid and casein, testing butter for moisture and salt, the use of the lactometer and determination of solids not fat in milk.

In arranging these courses special attention has been paid to Nevada conditions. As the acreage in alfalfa and our ability to produce more from the land increases, we must find a means of marketing the products and dairying seems to be the best solution of the problem. Therefore, a short course in dairying will be an advantage to a large number of the farmers in the state.

For special information on short course write to the University of Nevada, College of Agriculture.

It Isn't Your Town—It's You.

If you want to live in the kind of a town

Like the kind of a town you like, You needn't slip your clothes in a grip And start on a long, long hike.

You'll only find what you left behind For there's nothing that's really new.

It's a knock at yourself if you knock your town.

It isn't your town—it's YOU. Real towns are not made by men afraid

Lest somebody else gets ahead. When everyone works and nobody shirks

You can raise a town from the dead. And if while you make your personal stake

Your neighbor can make one too, Your town will be what you want to see

It isn't your town—it's YOU.

—Exchange.

The remains of one of the ante-diluvian ancestors of the horse found in the North Fork of the Humboldt river, forty miles northwest of Elko, in Elko county, was sent to Prof. J. C. Jones, of the State university by Dr. P. W. West of Humboldt. The animal is a tertiary horse camel, which belonged to the Miocene age.

Professor Jones shipped the valuable curiosity to Professor J. C. Merriam, at the University of California.

Excellent for Stomach Trouble

"Chamberlain's Tablets are just fine for stomach trouble," writes Mrs. G. C. Dunn, Arno'd, Pa. "I was bothered with this complaint for some time and frequently had bilious attacks. Chamberlain's Tablets afforded me great relief from the first, and since taking one bottle of them I feel like a different person." For sale by all dealers.

—adv.

METHODIST SERVICES

Rev. Hornaday of Carson, has been appointed pastor of the M. E. Church at this place and will carry on the work in connection with his pastoral duties at Carson. Beginning September 24th, he will hold services at Minden, alternating at Gardnerville the following week. He will attend all calls when notified at his Carson address which is 208 Musser division.

TAX BOARD IS IN TROUBLE

Several of the newspapers of the western part of the state, including the first issue of the Nevada Democrat, have insinuated that taxpayers of Humboldt and Elko counties are attempting to dodge their 1914 proportion of taxes. These statements are evidently made off hand and without knowledge or reference to the actual existing facts. As an illustration the following are given as a sample of Humboldt county's assessment:

During the present year Swan & Foster purchased from the Golconda Cattle company 300 acres of land, paying therefor \$3.00 per acre. The tax commission raised the assessed valuation of this land to \$24.00 per acre, or eight times its actual cash value.

The pasture and meadow lands of A. F. Trousdale, situated below town on the river, were both raised to the same figure, of \$24.00 per acre, although the merest novice knows that meadow land is much more valuable than pasture land. The entire tract may be bought at from \$10.00 to \$12.00 per acre.

The entire holdings of the Reinhardt Land & Livestock company may be purchased at \$10 per acre. This property was raised by the commission to \$24.00 per acre.

Pearce & Tobin recently purchased their ranch from the First National Bank at \$10.00 per acre. This land was appraised by the assessor at \$6.00 per acre, which was about the right figure, compared with other assessments. The commission raised the assessment to \$24.00 per acre.—Love's Review.

How to End War In Sixty Days

How the United States could end the war in ninety days by cutting off the export of war supplies and how some day the "issue" between this country and Japan must be "tried out in the Pacific" was described by Representative Vollmer to the house foreign committee a few days ago. With Representative Barthold he endorsed the joint resolution to empower the president to prohibit exports of war supplies.

Vollmer predicted that Japan proposed to hold not only Kia Choo, but the islands in the Pacific she had seized. He said Germany cannot be beaten and the people are united and determined. "If the war continues it will go on and on until the world is dragged down into bankruptcy," Barthold said the shipments of war munitions aggregated \$150,000,000.

Dangers of a Cold.

Do you know that of all the minor ailments colds are by far the most dangerous? It is not the colds themselves that you need to fear, but the serious diseases that they so often lead to. For that reason every cold should be gotten rid of with the least possible delay. To accomplish this you will find Chamberlain's Cough Remedy of great help to you. It loosens a cold, relieves the lungs, aids expectoration and enables the system to throw off the cold. For sale by all dealers.

MRS. S. SHORT DIES IN CARSON

Mrs. Sarah Short, one of the best known and most esteemed women of Carson, died at her home on Nevada street Saturday morning, following an illness which seized her but a few days ago, and which up to a late hour Friday night was not regarded as especially serious. Towards midnight however, a change for the worse was observed and a son at Reno was phoned for to come home at once and he arrived by auto a little later, with a trained nurse.

Mrs. Short was about 58 years of age and had long been a resident of this state, formerly living at Glenbrook, where her husband is buried. Surviving her are two sons and a daughter, the latter, Mrs. C. M. Smith, residing at Paradise, Cal.—Carson Appeal.

The remains were laid to rest at Glenbrook.

Ritchford Hotel.

Wm. Ritchford, Prop.

Excellent Meals and
Clean Comfortable Beds

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Valhalla Bar...

A. P. NELSON, PROP.

The Finest Line of Liquors
and Cigars in the State

Gardnerville, Nevada

Valhalla Hall

The Latest Motion
Pictures Shown On
Every Saturday
and Sunday Eve.

Prices 10 and 25 Cents

MONUMENTS

DAVIES' BROS.
MONUMENTAL WORKS

Have Established a Shop at Minden Equipped with a Power Polisher and are Prepared to do all kinds of Cemetery Work in Marble or Granite.

For Prices See

DAVIES BROS., MINDEN
Or H. A. Pitts, Agent, Topaz, Cal.

Fettie's Exchange

THE FINEST GENOA

RESORT WHERE

GOOD FELLOWS

GATHER

F. FETTIC, PROPRIETOR

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MEN'S SUITS MADE TO ORDER
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East Fork Hotel

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First Class Room and Board
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Blacksmithing and Repairing

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A SPECIALTY

Finest of Workmanship
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Cord Wood in Stove Length

8 ft. Cedar Posts

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Phone 401

Minden, Nevada

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Located at the H. F. Beste House

With Each Bundle of Washing Amounting to 50 Cents or More, We will Give a Ticket Entitling the Holder Thereof to a Chance in a Drawing, the First Prize Being a Solid Gold Watch Valued at \$50, Second Prize, Gold Filled Watch Valued at \$30, Third Prize, Solid 14 k. Gold Chain. Watches and Chain Either for Lady or Gent.

Gardnerville Nevada

We're Long on Service



—not only in the "Natural Shape" Florsheim shoes we sell but the careful attention given to fitting feet. You get your money's worth in service—the style and comfort of Florsheim are a daily dividend of satisfaction.

Douglas County Shoe Store

H. Rosenbrock, Prop.

Gardnerville

Virginia & Truckee Railway

General Offices, Carson City, Nevada

A. M. Ardery, General Manager

E. B. Yerington, G. F. & P. A.

Motor	Pass	Local	No. 2	Miles	MAY 22, 1914	No. 1	Local	Pass	Motor
P. M.	P. M.	A. M.	A. M.			P. M.	A. M.	A. M.	A. M.
1:00	1:30	8:30	0 Leave	Reno	Arrive	7:20	11:40	9:15	
1:23	2:05	9:00	11 Leave	Steamboat	Arrive	6:54	11:13	8:49	
1:39	2:25	9:16	17 Leave	Washoe	Arrive	6:41	10:58	8:38	
1:48	2:45	9:27	21 Leave	Franktown	Arrive	6:30	10:44	8:28	
2:10	3:20	9:50	31 Arrive	Carson	Leave	6:05	10:10	8:00	
P. M.	4:30	10:00	31 Leave	Carson	Arrive	5:55	9:20	A. M.	
	5:30	10:35	41 L.	Mound House	A.	5:30	8:40		
	6:12	11:07	50 Leave	Gold Hill	Arrive	4:56	7:56		
	6:25	11:17	52 Arrive	Virginia		4:45	7:45		
P. M.		A. M.				P. M.		P. M.	
3:40		9:55	0 Leave	Carson	Arrive	11:55		5:15	
3:51		10:10	4 Leave	Stewart	Arrive	11:43		5:04	
4:15		10:38	15 Arrive	Minden	Leave	11:15		4:40	
P. M.		A. M.				A. M.		P. M.	

*Effective May 22, 1914.

All trains run daily.

Connecting at Reno with Southern Pacific Company, at Mound House with Southern Pacific Company, at Carson City with daily auto stage for Lake Tahoe and at Minden with stages for Genoa, Woodfords, Markleeville, Coleville and Topaz.



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Runabout -----410

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Further, we will be able to obtain the maximum efficiency in our factory production, and the minimum cost in our purchasing and sales departments if we can reach an output of 300,000 cars between the above dates

And should we reach this production, we agree to pay as the buyer's share from \$40 to \$60 per car (on or about August 1, 1915) to every retail buyer who purchases a new Ford car between August 1, 1914 and August 1, 1915.

For further particulars regarding these low prices and profit-sharing plan, see the nearest Ford Dealer
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